



# FAIRWIND YACHT CLUB

**October 2018**

**Editor: Ken Hoover**

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## **A New Board For A New Year**

***By Richard Windebank***  
*Commodore*

On Saturday, September 15, we held the last Membership Meeting for the current year.

This time, we tried a new venue, being the Agoura Hills / Calabasas Community Center, in Calabasas. From my perspective, this worked out well, being roughly equidistant from both Harbors and very close to the 101 freeway, for ease of access.

We easily met our Quorum requirements of 10% of eligible Members. We needed 48 Members and we had about 70 members in attendance.

We were able to successfully pass a motion to ratify the process of the election for Directors and Officers for the upcoming year. This had been necessary, due to an error on my part, in not presenting a motion at "the first Membership Meeting of the current year" as required by the ByLaws. My thanks to the membership, for digging me out of that hole!



**The new board that was sworn in during the Sept. 15 membership meeting. From left to right, Steve Fenster, Bruce Gale, Lenox Grasso, Adrienne Odonnell, Art Toye, Lynn Erickson, Alan MacGovern, Hal Cohen and Kelley Henaghan. Mark Salkin was absent and on vacation.**

Alan MacGovern provided an update of the progress being made by the ByLaws Committee that he kindly agreed to chair. Reviewing and updating our ByLaws and Standing Rules is somewhat overdue, but this is no easy task. Alan and his committee, are working diligently on this, and we should all be thankful for their efforts.

On behalf of the membership, I would like to thank the Members of the Board, who have worked tirelessly throughout the current year and I would like to express equal appreciation for those who have stood for the election for the 2018/2019 year.

Marv Brown, as Chairman of the Election Committee, announced the new Board to be effective from October 1, and conducted the Installation Ceremony. My special thanks to Marv Brown and Joe Carter for serving on the Election Committee and making sure we followed all the details that are required for this important function.

The new Board will be:

**Commodore** – Alan MacGovern

**Club Secretary** – Mark Salkin

**Club Treasurer** – Adrienne Odonnell

**CIH Port Captain** – Alan MacGovern

**CIH Fleet Captain** – Kelley Henaghan

**CIH Rear Commodore** – Hal Cohen

**CIH Membership Secretary** – Lynn Erickson

**MDR Port Captain** – Lenox Grasso

**MDR Fleet Captain** – Art Toye

**MDR Rear Commodore** – Steve Fenster

**MDR Membership Secretary** – Bruce Gale

The following Board members will automatically form the CIH Harbor Committee, but others can be added after October 1: Alan MacGovern (Chairman), Kelley Henaghan, Hal Cohen and Lynn Erickson. The MDR Harbor Committee will include: Lenox Grasso (Chairman), Alan MacGovern, Art Toye, Steve Fenster and Bruce Gale. Others can also be added after October 1.

As this year draws to a close, I would like to thank everyone for supporting me throughout the year and, indeed, throughout my tenure on the Fairwind Board. It has been a pleasure serving in this capacity and I hope I have made a worthwhile contribution to the Club.

When we, as the current Board, were installed, our goal was to hand it off at the end of our year, in even better shape than when we started. I similarly hope that we have been able to achieve this objective. I believe our Membership is strong, with 480 Regular Members, and I am delighted to see they are equally distributed between the two Harbors. We have been mindful not to grow beyond the level we can comfortably handle, under our current status as a Volunteer run organization.

Our fleet of boats appears to be in excellent shape and, in my opinion, the best fleet we have ever had. Our training programs, boat maintenance, cruises, website, administration and community outreach are all reflective of the pride we all have in this great Club.

I can only conclude, by thanking everyone for their camaraderie and fellowship. I look forward to participating in the club for many years to come and I know that I will watch it continue to be a great asset, to all of our lives.

Thanks, as always, for making this the great Club that it is.

*Following the fires early this year, an entirely delightful spontaneous combustion of another kind occurred at CIH. Our illustrious Membership Secretary, Lynn Erickson, moved liveaboard slips and so met a fellow racer and Yacht Club officer Ted Wright. Chatting about our clubs and sailing, the idea emerged to have some joint racing classes for his club, Anacapa YC, and Fairwind.*

*After announcements at meetings and emails, the result was a series of well-attended classes. There was theory and practice (yay), lots of camaraderie, and a marked increase in our sailing skills.*

*Here's a story from one of our newest members about her experience with this wonderful benefit for our members. Enjoy!*

**--Tom Dotz**

## **Reflections on Small Boat Racing from a Novice Sailor**

**By Andrea Sell**

When my husband and I first joined Fairwind about a year ago, a few people asked if we were interested in racing. At the time, I was hesitant. I had always thought of myself as a fair-weather sailor, and racing sounded dangerous to me. I had heard stories of near-miss crashes and spinnaker debacles causing people to go overboard or get

injured. Also, I was worried that I wasn't good enough to be a competitive racer.

As we began to get our bearings in the club and on the boats, I started to want something more from sailing than aimlessly meandering along the coast near the harbor. Then, when Lynn Erickson launched a small-boat contingent for Anacapa Yacht Club's Wet Wednesdays, I began to rethink my stance on racing. In the late spring and early summer, AYC also began offering semi-regular workshops on race starts and flying a spinnaker, which to me seemed like an excellent way to



transition from leisure sailing to racing.

The transition was stark. During one of my first few races of the season, the small craft advisory flag was up, and I was sure the committee would cancel the race. Instead, one of my fellow sailors said, "Oh they have the fun flag up!" It was in these first few races that I realized how far over the boat could heel without capsizing. Up until that point, I had never gotten as thoroughly drenched sailing as I did then. Luckily, I had people in my boat like Tom Dotz, who is utterly unfazed by rough seas and was patient enough to teach us how to handle the boat in those conditions.

Now, with quite a few races and practices under my belt, I feel much more



confident with my sailing. Before, I would need to consciously think about commands and translate them in my head before performing the corresponding actions. Now, I am much more able to automatically trim a sheet when I feel the boat start to turn-up or turn-down. I finally know when and how to use a traveler!

The workshops helped me add to my sailing vocabulary with words like "pin" and the race starts have helped me see give-way scenarios in action. I'm also

much more comfortable sailing in rough conditions. I now prefer a little more wind and waves to a leisure sail on flatter water.

I know racing can still be risky, but I know more about why and when sailing is dangerous, and I know better when to take calculated risks while sailing. Racing also helped me get better at understanding how to be flexible with people who I don't know very well or who handle challenges and communicate differently than I do. Though, most people have a positive attitude and are supportive and encouraging to newbies. And, regardless of what happens during the race, it's rewarding to find everyone sharing stories, laughing, and sitting down for some beers together afterward.

Overall, I've learned that racing truly embodies the reason many of us joined Fairwind. It's not just about easy access to the boats; it's about being able to learn and push ourselves in our craft, all the while meeting and sailing with awesome people. I am eternally grateful to my new friends in the club who encouraged me to get out of my comfort zone and who have helped me learn these new skills. If you are on the fence about doing something like this, I highly recommend giving it a try!

# LED Lights Don't Play Nice With VHF And AIS, Coast Guard Says

**By Lenox Grasso**  
*MDR Port Captain*

On Aug. 15, the Coast Guard issued a Marine Safety Alert in response to reports from ship owners, captains, their crews, marine inspectors, and other maritime radio operators regarding poor reception on VHF/FM frequencies used for radiotelephone, DSC Digital Selective Calling, and AIS Automatic Identification Systems when in proximity to LED light emitting diodes on-board ships including interior and exterior lights, navigation lights, floodlights, searchlights, and other lighting adornments. LED lights near VHF antennas have also presented problems with radio reception.

Obviously, radio frequency interference caused by LED lighting can create potential safety hazards. In one case, the Maritime Rescue Coordination Center in one port was not able to contact a vessel involved in a traffic separation scheme incident by VHF radio. That ship also experienced very poor AIS reception. Although electromagnetic radio interference from LED lights may not be evident, it may be possible to test for it with this procedure:

- 1) Turn off all LED lighting.
- 2) Select a quiet VHF channel, e.g. Channel 13 Bridge to Bridge.
- 3) Dial down the VHF squelch until you hear static.
- 4) Dial the VHF volume to a comfortable level for this test.
- 5) Dial up the VHF squelch just until the static disappears.
- 6) Turn on the LED lighting.

If the VHF static returns, then the LED lights have raised the noise floor - meaning the amount of signal static received outside the channel you have selected - and it is likely VHF marine radio and AIS reception are being eroded by your LED lights. You have an interference problem. If the VHF does not emit static, your communication systems have not been compromised.

To determine the full impact of this new source of interference, the USCG requests those experiencing this kind of problem to report it to the Coast Guard Navigation Center at **[www.navcen.uscg.gov/?pageName=contactUs](http://www.navcen.uscg.gov/?pageName=contactUs)**

by selecting “Maritime Telecommunications” on the subject drop down list and describe the make and model of the LED lighting and the VHF radio affected. Include the distance from the LEDs to the VHF antenna along with any other

information that you believe may help the USCG understand the scope of this electromagnetic interference problem.

## **Fog Horns, Light List And Local Notice to Mariners**

**By Norm Perron**

Lately, there have been discussions about fog horns in MDR, specifically about a horn at the end of the Venice Pier and how to turn horns on.

To set the record straight, there is no longer a fog horn on the Venice Pier. The top link below allows you to easily find the current Light List which lists all horns, lights, buoys.... It has a lot of information; one good place to start would be to search for Santa Monica Bay. It also gets into the procedure to turn on many fog horns: keying VHF Ch 81A 5 times within 10 seconds. The horn sounds for about 30 minutes. Another interesting document is Local Notice to Mariners. The bottom link below will open that document.

Pacific Coast Light List:

[https://www.navcen.uscg.gov/pdf/lightlists/LightList\\_V6\\_2018.pdf](https://www.navcen.uscg.gov/pdf/lightlists/LightList_V6_2018.pdf)

Local Notice to Mariners:

<https://www.navcen.uscg.gov/pdf/lnms/lnm11362018.pdf>

# Local Yacht Clubs Salute Veterans; Take Them Out On The Bay

By Ron Sasiela

On Monday morning, Aug. 27, a group of 21 Veterans from the West LA Veterans Administration Hospital arrived in three vans for a special event in their honor.

Norm Perron, organizer, worked with the Vet's escort, Carrie Brandlin from the VA hospital, to divide them up into groups of three or four each and off they went to the three Fairwind boats, a Santa Monica Windjammers Yacht Club and a Del Rey Yacht Club boat. All boats monitored Marine Channel 71 to keep some dialogue going among themselves as necessary.

The walkers or crutches brought along by the visiting Vets caused no concern as those were simply loaded into the boat's cabin as the Vet settled into their cockpit seat with a bottle of water close at hand. The dock lines were cast off and the flotilla of five boats made their way to the harbor and then out by the exit channel. Some boats went outside the breakwater while most chose to remain behind the tranquility of that wave barrier. There was a 6- to 8-knot mild breeze that had everyone enjoy the total experience of watching the harbor seals sunbathing or swimming past the boats; the bird life ever searching for their next meal or a few bathing-suit-clad Stand Up Paddleboarder gals, which the Vets found particularly "distracting"!

On Norm's boat, they discussed Sea Lions or Harbor Seals. He mentioned the former have ears, so he got closer for a better look. They definitely had ears!

While underway, the skippers spoke of the history of the harbor and allowed those that chose, to take the helm under the skipper's watchful eye. Some Vets recounted their childhood experiences when their parents might have owned or taken them on a boat. One Vet recounted his early career on a Louisiana shrimp boat. For that hour and a half out on the water, it seemed they left their military experiences behind and submerged themselves in the moment's tranquil reality.

Afterwards all the boats returned safely back to their slips and the crews reassembled at the Burton Chace picnic tables for a supplied lunch and further conversation.

Overhearing them talk then about how much they enjoyed the



experience gave the event's organizers and skipper volunteers much gratification.

The entire event went very smoothly. Norm tells me he has organized and participated in this event for 15 years! Extra thanks go to Norm for that extended patriotic effort.

A special thanks goes out to:

***Aphrodisiac*** (DRYC) with Norm Perron – Skipper aboard his boat

***Sandpiper*** (FYC) with Marv Brown as Skipper, Susan Anderson as crew

***Calypso*** (FYC) with Harvey Chao as Skipper, Patrick Mallen crew

***Osprey*** (FYC) with Ron Sasiela - Skipper, Steve Fenster – crew

## Membership Guide: Where To Go For What

Update Contact Information for Membership Roster – Lynn Erickson for CIH, Bruce Gale for MDR

Pay Dues – Fairwind Yacht Club, P O Box 12684, Marina del Rey, CA 90295

Training and checkout - Fleet Captain (Sean Comstock for MDR, Kelley Henaghan for CIH until 10/01/18. Then Art Toye for MDR and Kelley Henaghan for CIH))

Report an Accident - Safety Officer/Rear Commodore (Ron Sasiela/Steve Fenster for MDR; Michael Adams/Hal Cohen for CIH)

Gear broken on boat - Specific Boat Chief (from Fairwind Website) + Rear Commodore (Steve Fenster for MDR; Hal Cohen for CIH)

Cruising: Cruise Chair (Arlene de Anda for MDR; Scott Kelly for CIH)

Racing: Race Chair (Mike McKinsey for MDR, TBD for CIH)

Submit Articles for Newsletter – Editor, Ken Hoover [kenhoover@me.com](mailto:kenhoover@me.com)

FYC Officers - [www.fairwind.org](http://www.fairwind.org)

Coast Guard - Channel 16 or [310-732-2043](tel:3107322043)

VHF Calling Channels – Channel 16 or DSC call to group 032479463 (programmed in all club radios, should reach all boats in range)

Updates to website: [webteam@fairwind.org](mailto:webteam@fairwind.org)

Fairwind on Facebook: [www.facebook.com/Fairwindyc](https://www.facebook.com/Fairwindyc)

Next CIH Open House – Sunday, October 21

Next MDR Open House – Saturday, October 13